

National Park Service the National Underground Railroad Network to Freedom program to facilitate partnerships among Federal, state and local governments and the private sector to identify and commemorate the Underground Railroad. Commemorating the Underground Railroad Network is well-deserved and will help every American understand what the Underground Railroad was and how it helped thousands of slaves to secure their freedom and their place in history. Through the program, structures, routes and sites which were significant to the Underground Railroad will be identified. The National Park Service will create a logo to identify these sites and distribute interpretive information for visitors to understand the use of the Railroad.

The Underground Railroad stretched for thousands of miles from Kentucky and Virginia across Ohio and Indiana. The Underground Railroad movement was responsible for helping approximately 70,000 slaves escape and journey safely to freedom. Attempts made through the Underground Railroad were made at tremendous risk for those fleeing slavery and anyone who helped along the way.

Mr. Speaker, I am proud that the people of Indiana were an important part of the national effort to help slaves attain their freedom. Indiana contained several routes and stopping points of the Underground Railroad. The Bethel African Methodist Episcopal Church, in Indianapolis, founded in 1836 by William Paul Quinn and Augustus Turner, became active in the antislavery movement, often harboring fugitive slaves en route to Canada. Their promotion of the abolitionist movement and their activities in the Underground Railroad were not well received by some members of the local community. Promoters of slavery are believed to be the culprit behind the fire that destroyed this church in 1862.

The town of Westfield, directly north of Indianapolis, was known as the "North-Central Station of the Underground Railroad." This town was the last hope for slave hunters to recapture a slave. Once a fugitive slave traveled this far north, he or she was considered safe.

The home of Levi and Catherine Coffin in Fountain City was referred to as "The Grand Central Station of the Underground Railroad." Three main lines of the Underground Railroad from Cincinnati, Ohio, and in Indiana, Madison and Jeffersonville, converged at Fountain City and the Coffin's home. They helped more than 2,000 runaway slaves escape to freedom, using their home as a principal depot. A Kentucky slave owner was the originator of the name "Underground Railroad" when he referred to the Coffin's home and said, "they must have an underground railroad running hereabouts, and Levi Coffin must be the President of it." Simeon and Rachel Halliday, characters in *Uncle Tom's Cabin* are based on the Coffins. Its heroine, Eliza Harris, also stayed with the Coffins as a fugitive for several days.

Eleutherian College classroom and chapel building, located on State Route 250—just east of Lancaster, Indiana, constructed between 1854 and 1856, was the first college in Indiana to admit students without regard to race or gender. Three of the college's trustees, Samuel Tibbetts, Lyman Hoyt, and James Nelson, were among the most active participants in the Underground Railroad in and around Lancaster. Lancaster was a known stop for fugitive slaves traveling from Madison, Indiana to Indianapolis. Eleutherian

College embodied its founders antislavery sentiments, and the school's location, atop the highest hill in the area, was a physical and symbolic statement of the community's beliefs.

Near West Franklin in Posey County, runaway slaves were helped across the Ohio River. Lake, Porter, and LaPorte counties all had places where slaves could be hidden until they could be smuggled on boats and carried farther north on the Underground Railroad network.

Evansville was another place where the slaves crossed the Ohio River. The Indiana city was the home of many freed slaves, who provided places for the runaways to hide. Another crossing of the Ohio River was between Owensboro in Kentucky, and Rockport in Indiana. Rockport has a regular crossing at the mouth of the Indiana Creek.

I would like to praise the individuals on the following list of names of Underground Railroad Operators from Indiana, divided by county: Bartholomew—John Hall, Willis Newsom, Parker, Willis Parks, John Thomas, Wears; Bond—James Douglass, Anthony Hill, Robert McFarland, John A. McLain, James Rosbrough, James Wafer; Boone—Samuel Johns; Carroll—Robert Montgomery; Cass—J.E. Crain, Dr. Ruel Faber, Jim Hill, Barton R. Keep, William M. Kreider, W.T.S. Manly, Joseph Patterson, Jephtha Powell, Josiah O. Powell, Lemuel Powell, Lyourgus Powell, William Powell, Thomas T. Tomlinson, Turner, Capt. Vigus, Batley White; Dearborn—John Collier, Ralph Collier, John Hansell, Thomas Smith; Decatur—Cady, Capen, Luther Donnell, A.W. Knapp, Taylor; Delaware—Swain; Elkhart—Dr. Matchett; Gibson—Rev. McCormack; Grant—Charles Baldwin, Nathan Coggeshall, Aaron Hill, David Jay, John Ratliff, John Shugart; Hendricks—Harlan Harvey, Dr. T.B. Harvey, Dr. William F. Harvey, Elisha Hobbs; Henry—Isaac Adamson, John Bales, Jonathan Bond, Charles Burley, William Charuness, Jr., Roger Edgerton, Seth Hinshaw, Dr. Iddings, Jesse Jessup, Tidaman Jessup, Enoch Macy, Jonathan Macy, Lilburne Macy, Phebe Macy, William Macy, Alpheus Saint, W.D. Schooley, Mrs. Jane Small, Caleb Wickersham; Howard—Daniel Jones; Jackson—Richard Cox, Willis Parks; Jefferson—James Baxter, John Carr, Robert Elliott, Louis Hickland, Judge Stephens, Rev. Robert Stephenson, Isaac Waggoner, Jacob Wagner; Jay—Baird, Brown family, Thomas Gray, Haines Family, Hopkins family, Jonah Ira, Enos Lewis, Mendenhall family, Joshus Puxon, Williams family, Wright family; Jennings—Bland, Aaron Deney, Thomas Deney, Jacob Hale, Felix Hicklen, James Hicklen, Dr. John Hicklen, Louis Hicklen, Thomas Hicklen, Marshall, Eli Stanley, James Stott, Samuel Stott; Kosciuko—Gordon, Thomas Harpers, Chauncy Hurlburts; LaPorte—Dr. George M. Dakin, Harper, Rev., W.B. Williams; Montgomery—Samuel Clarke, Fisher Doherty, Elmers, Emmons, John Speed; Morgan—Williams; Nobel—Waterhouse, Stutely Whitford; Parke—Alfred Hadley, W.P. Stanley; Putnam—Parker S. Browder, "Singing" Joe Hillis; Randolph—Alexanders, Amos Bond, John H. Bond, John Clayton, Willis Crane, Bury Diggs, Jr., Daniel Jones, John A. Moorman, Solomon Rinard, Samuel Smith, Lemuel Wiggins, A. Worth, Solomon Wright, Zimri; Ripley—James Bland, Dr. A.P. Cady, Dautherd, Francis Holton, Henry Hughes, Walter Hulse, Henry King, Duncan McDowell, Washington L. McDowell, F.M. Merrell, Willett

Neil, George Passmore, Joseph Passmore, Ervin Queer, Hiram Smith, John S. Van Cleave, Jared Van Cleave, Henry Waddle, James Waggoner; Rush—Tristan Cogeshall, John H. Frazee, Johathan I. Gray, Henry Henley, Milton Hill, Sidiman Jessop, Henry Macy, Robert Patterson, Zachareal Small, Abraham Small, Elisha B. White; Steuben—Lewis Barnard, Capt. Butler Barry, Henry Butler, M.B. Butler, S. Seymour, S.W. Clark, Allen Fox, Denison Fox, J.A. Fox, Judge Gale, Hendry, Samuel Jackson, Augustus Kimball, S. McGowan, Nelson Newton, Rev. E.R. Spear, Waterhouse; Tippecanoe—Lewis Falley, Moses Hockett, Benjamin Hollingsworth, John Hollingsworth, John Robinson; Union—William Beard, Dr. Casterline, J.P. Elliott, Edwin Gardner, Joel Hayworth, William Huddleson, John Maxwell, Gabriel Smith; Vermilion—William Beard; Wabash—Avery Brace, William Hayward, Maurice Placo; Washington—James L. Thompson; William Penn Trueblood; Wayne—William John Charnness Charles, Daniel Clark, John Coe, Levi Coffin, Gogshalls, George DeBaptiste, Thomas Edgerton, Thomas Frazier, Reuben Goems, Jonath Haddleson, Harris, James Hayworth, Daniel Hill, William Hough, Daniel Huff, Zimri Huff, Dr. Johnson, Lewis, Malsbys, Mareys, Maxwell family, Samuel Moore, Samuel Nixon, Overman, Daniel Puckett, Able Roberts, Dr. Benjamin Stanton, Ira Stanley, Luke Thomas, Lewis Thornburg, Jonathan Unthank, Dr. Henry Way, John Whippo, David Wilcuts, John F. Williams, Martha Wooton; White—James Lawrie; Miscellaneous—Honorable Isaac Brandt, Maxwell, Dr. A.J. Smith, and Talberts.

The Underground Railroad Network to Freedom Program will provide an educational program dedicated to preserving, displaying and distributing the history of the Underground Railroad, and therefore allowing Americans of all walks of life to understand the important contribution to the history of the Underground Railroad. The Underground Railroad is a story of great courage and determination and the struggle for freedom in this country. It teaches us the important lessons about liberty, understanding, cooperation and reconciliation.

HONORING PETE MORRELL AND MORRELL AND ASSOCIATES

HON. BOB SCHAFFER

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 11, 1998

Mr. BOB SCHAFFER of Colorado. Mr. Speaker, I would like to call attention to a company that is proven old mine of wealth for the city of Greeley, Colorado. This wealth is not only monetary, but is also includes a sense of pride and spirit inspired by Pete Morrell, founder of Morrell and Associates. I rise today to honor Mr. Morrell and his associates for business excellence and a commitment to public service.

Morrell and Associates offers the business community much needed guidance on effective management techniques. Founded by Pete after several years of public service with the City of Greeley, Morrell and Associates is giving back to the community at every turn. Pete Morrell is a leader in the Chamber of Commerce, and has served on the Board of the Greeley Philharmonic Orchestra. He is

well known in the community as a leader and role model for others.

It is for these reasons I happily rise today to honor Mr. Morrell and his staff at Morrell and Associates. I hold them up to the House, and to all Americans, as a shining example of the best of America's businesses. They exemplify the industrious spirit, can-do attitude, and community involvement that made America great.

CONCURRENT RESOLUTION ON
THE BUDGET FOR FISCAL YEAR
1999

SPEECH OF

HON. LOIS CAPP

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 4, 1998

The House in Committee of the Whole House on the State of the Union had under consideration the concurrent resolution (H. Con. Res. 284) revising the congressional budget for the United States Government for fiscal year 1998, establishing the congressional budget for the United States Government for fiscal year 1999, and setting forth appropriate budgetary levels for fiscal years 2000, 2001, 2002, and 2003:

Mrs. CAPPS. Mr. Chairman, I rise in opposition to this budget resolution. I am deeply disappointed in this proposal especially in light of the bipartisan agreement that this Congress was able to reach last year. That agreement encouraged education, prolonged the life of Medicare, cut the death tax and capital gains rates—all while balancing the budget for the first time in 30 years.

The budget proposal before us today threatens Social Security and Medicare, and would require cuts to a wide variety of critical areas, including education, environmental protection, NASA and research and development funding.

The proposal would allow using the budget surplus to begin privatizing Social Security. This is the wrong approach. Instead, I favor reserving that surplus to ensure the long term viability of this most critical program for America's seniors. And, up until last night, this proposal has called for cutting yet another \$10 billion from Medicare—on top of the \$115 billion in Medicare cuts that Congress passed last year. I cannot support any budget that will continue to weaken the historic protection we afford our senior citizens.

While the proposal before us makes very few specific recommendations on how to reach the \$100 billion in cuts called for, earlier versions of the budget have spelled out where the cuts would come from. This budget would mean severe cuts in environmental protection, housing and education. It would mean a five year "freeze"—which is really a cut—for Head Start, Veterans' medical care, Section 8 housing and the Women and Infant Children's nutrition program. And if that's not bad enough, this budget would freeze almost all Federal law enforcement funding, including the FBI, DEA and programs covered by the Violent Crime Reduction Trust Fund.

Mr. Chairman, I am a member of the Committee on Science. Also on the list of "suggested cuts" that originally accompanied the budget resolution, NASA's aeronautics and technology program would be cut nearly \$600

million over the next five years and the agency would be targeted for another \$500 million in unspecified cuts. And funding for the National Science Foundation would be frozen, instead of receiving the 10% increase called for in the President's budget.

Many of the supporters of this resolution claim that these draconian cuts are necessary to fix the marriage penalty. I am a cosponsor of legislation to ensure that married couples don't pay higher taxes than similarly situated singles, and am fighting to ensure that this Congress addresses this issue. But this budget proposal goes way beyond what is necessary to fix the marriage penalty and by mirroring the issue in controversy may make it less likely to achieve this necessary reform this year. That is a shame because our working families deserve relief from this onerous and unfair burden.

I urge my colleagues to vote down this resolution and support a fair, balanced budget resolution.

A TRIBUTE TO DOUGLAS C.
HOLBROOK

HON. WILLIAM (BILL) CLAY

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 11, 1998

Mr. CLAY. Mr. Speaker, I want to take this opportunity to pay tribute to one of our nation's outstanding postal employees, Mr. Douglas C. Holbrook, on the occasion of his retirement. As the former chairman of the House Post Office and Civil Service Committee, I came to know Douglas Holbrook and to witness his deep commitment and tireless service to all who work for the United States Postal Service.

In 1981, Douglas Holbrook was appointed to service as Secretary-Treasurer of the American Postal Workers Union which represents 330,000 postal workers in every city in the United States. He was elected to that office in 1983 and has been reelected in every subsequent national APWU election. Holbrook's fifth term of office will conclude this Fall.

Holbrook began his career with the U.S. Postal Service in 1956 as a part-time clerk. He later founded SOAR—Save Our Annuity Retirement—a coalition of 40,000 active and retired federal and postal employees in Michigan. He was also elected Chairman of the APWU Local Presidents' Conference in 1980–81, and went on to serve on numerous national union committees.

Before he arrived in Washington, Holbrook was President of the Detroit District Area Local of the American Postal Workers Union and its predecessor, the Detroit Local of the National Postal Union.

Douglas Holbrook has also served as a member of the Board of the Metropolitan Detroit AFL–CIO. He was elected to the Fitzgerald Board of Education in Warren, Michigan from 1971 to 1980, serving three years as President and two years as Vice President. In 1990 he was appointed by Governor Wilder of Virginia to serve the Department of Children, State of Virginia. He also served on the Board of Directors, Security Bank of Maryland. In March 1997 he was elected to serve as the Vice President for the Union Labor & Service Trades Department, AFL–CIO. This month

Holbrook will begin his term of office on the Board of Directors for the American Association of Retired Persons (AARP).

In addition to his work in behalf of postal employees, Douglas Holbrook is a champion in the crusade to find a cure for diabetes. He has worked with the Juvenile Diabetes Foundation for many years and served as its Labor Chairman in 1995. Since 1996, under Holbrook's guidance, APWU has been actively involved with the American Diabetes Association (ADA). Holbrook is currently the Labor Chairperson for ADA's Walktoberfest. He also serves on the National Joint Task Force for Child Care and Dependent Care and APWU's Safety and Violence Committee.

Douglas Holbrook has demonstrated the deepest dedication to his work and to his community. He is a distinguished citizen who has earned the highest respect of his peers. It is my privilege to offer Douglas Holbrook my sincerest congratulations as he retires from the American Postal Workers Union. I wish him and his family many years of health, happiness and prosperity.

THE KING OF THE ROAD FOR AL-
MOST A CENTURY: THE HARLEY-
DAVIDSON MOTOR COMPANY
CELEBRATES 95 YEARS OF UN-
PARALLELED EXCELLENCE

HON. WILLIAM F. GOODLING

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 11, 1998

Mr. GOODLING. Mr. Speaker, Saturday, June 13 marks the 95th birthday of one of the most unique and remarkable manufacturing companies in the United States. Founded in 1903 in a small shed with borrowed tools and a grand vision, The Harley-Davidson Motor Company's enduring image has emerged as an America icon.

As the only major American-based motorcycle manufacturer, the Harley-Davidson Motor Company has endured significant triumphs and failures that epitomize the American experience. But through the ups and downs, Harley-Davidson has remained the hallmark of the world's motorcycle industry.

From its early days when Harley-Davidson produced only three motorcycles, to today's production of more than 105,000 motorcycles, their innovative manufacturing and management philosophies have always driven the company. In its first twenty-five years of existence, the fledgling venture constantly reinvented the motorcycle by creating innovative improvement after innovative improvement—the Teardrop fuel tank, the twin-cam, and the front brake, to name a few. Many of these improvements are now fundamental designs of all motorcycles being manufactured today.

By 1920, Harley-Davidson's leadership in the industry enabled it to become the largest motorcycle company in the world, with dealers in 67 countries. Clearly, Harley-Davidson was King of the Road. But their premiere stature did not last long. Sales plummeted after the October 1929 Stock Market crash, slowing their sales to only 3,700 motorcycles in 1933.

Harley-Davidson bounced back just in time for their 50th Anniversary, in large part because of their continuing ability to improve motorcycles, and also because their quality products did not go unnoticed by the United States